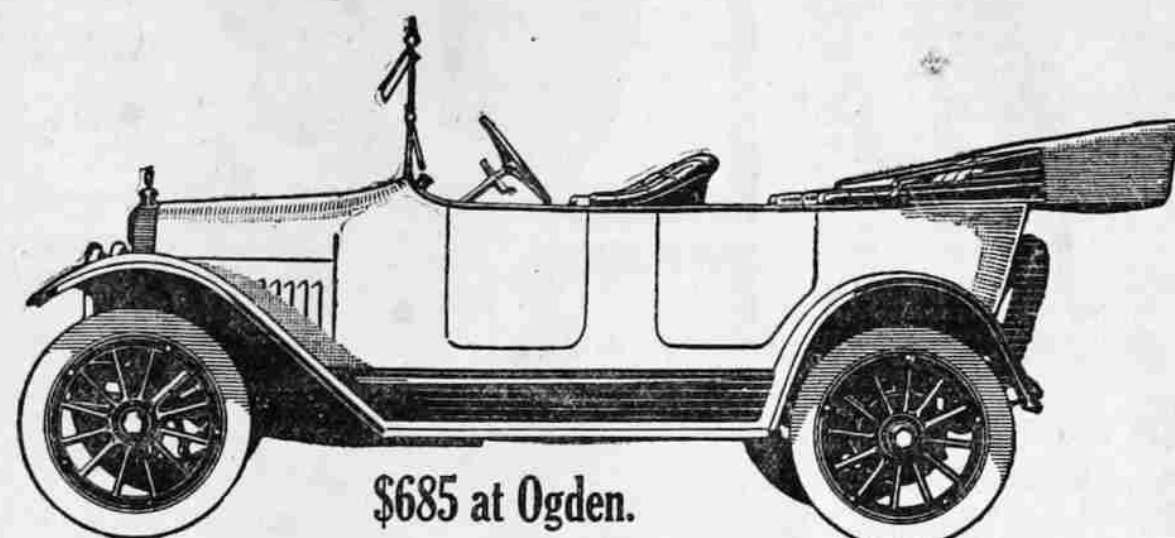




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DRIVING A DODGE CAR THROUGH THE TINCUP

By Dex B. Ellis.
Seven wise ones, in two little staunch Dodge cars wandered away a week ago yesterday to find some fishing and hunting. "There's nothing doing," said Edward, "in the line in this region. It's all fished out. No game, no nothing. Let's get out into the wide world and hunt as a private game reserve."

That was enough for the rest of the wise boys. We all headed north somewhere. When some three miles out of the city, Dick looking open-mouthed at the mammoth brick yards at Harrisville. He was supposed to be steering the Dodge, but had long since forgotten this most essential feature of the trip, and collided with a new kiln, just nearing completion. Result: Oscar and Jessie were considerably jarred, and the poor little Dodge had one of its floating ribs cracked. A run back into town was necessary. It consumed five hours of Dr. Blacksmith's time to bring the car around. When all was well again the three disciples went merrily on their way. During the interim, Ed, Ez, Carl and the Prophet Joseph were compelled to spend six whole hours in the City of Brigham. They were all but gone when the little car cart with the cracked rib, carrying, of course, all the dry and wet supplies, came to their rescue. A hurried run was made to the outskirts. Another party was encountered between the Peach City and Malad. They party in the two Dodges looked exceedingly good from quite a distance, so the chauffeur of

the big King-Eight compelled his car to straddle the road. No way around. The drinks were on the Dodge party. Gentleman Jim presided over the Kangaroo court. Guns were forthcoming, and the merry party of seven were allowed to turn back faces toward the west again upon paying the fine—One bot. Well, not overlook Gus when traveling is good again—because it was his inspiration and at his suggestion that Gentleman Jim imposed the heavy fine.

The party reached Malad in good season, and continued on to Garland—stopping at the sugar city for the night. A search was made for a garage. All full. Everybody owns a Ford or an automobile in Garland. Brother Lewis' place was a fine spot for parking. No one was at home. So the cars were run into the garage and the place appropriated for the night. Our apologies, Bro. Lewis. Some day you may come to Ogden. Let us make a suggestion, right here—come during our Harvest Festival and Fashion Show, Sept. 7, 8, 9—you'll not be out a penny, and the big city will be an illuminating spectacle after so many years of inaction—Well, come down and see us.

No fishing. No hunting. A quick spurt was made next day to McCammon, the City of Harkness. Dry, oh my! Hardly enough water to wash. We had a swell dinner, though, at the Hotel—oh, I've forgotten the name—anyhow, you'll remember, it's the only one in the town.

No fishing. No hunting. A rapid run was made to Bancroft. There is nowhere near as much game at this place as there was in Bancroft. Of Oregon Short Line fame. Once over for the little burg, and on to Soda Springs. Plenty of fishing, says Bro. Joseph, and all his other little brothers, Ez, Os, Carl, Ed, and—well, Dick didn't say anything—because he was tearing off a tire that the road had tore a hole in as big as your head. A little more hard luck with tires, and we decided to camp out all night with nothing to camp with. A nice little creek flowed

jauntily through the valley, over the rocks, etc. It was dark. We all got our fishing equipment and set for an hour's angling. Nary a fish. Sleep was had in the autos, three in a pile. What a sad awakening! Upon investigation, in the morning, it was found the pretty little, bubbling trout stream, was a boiling torrent. The temperature of the water was something like 550 Fahrenheit, and its source was easily located about 600 yards from our camping grounds—four gurgling, splashing, volcanic springs, that never housed a trout in its four thousand years of existence. Bro. Joseph, the speckled prophet, was about to be fined heavily, when Jesse explained that Joseph and himself had stayed up all night with the boards and he explained that Joseph was in no condition to be imposed upon. So the party took the advice of an old-stager, and went up through the Tincup Canyon on the way to Freedom. I have seen exhibitions in the movies of a car riding on one wheel over the Rockies, plowing up the stately pines and blazing its own trail into the Far West. All these exhibitions are exceedingly tame when compared to the Tincup Canyon Highway. It's some highway, too, boys. We rode over boulder as high as the Eccles—Wait a minute! Ruts, why they were so deep you couldn't see the bottom. And climb, we went up ten thousand feet, more or less in two hours, and went down the same number of feet in two seconds. If you want to do the short-cut, the whirling, the merry-go-round and all the frills that are not contained in these pastimes with a car enter into the Canyon of the Tincup. If you don't jump out of the cup onto the handle and from the handle into a geyser or paint pot, you can consider your chances of a peaceful future exceedingly safe.

No fishing. No hunting. We entered Freedom at midnight amidst beautiful downpour that covered the murky highway to a depth of several feet. Edward had a brother at Thayne, only sixteen miles, all on low gear. Well, Edward was driving the car that blazed the trail through Tincup, and he had a right to lead. So on we went. Not so bad, either. We reached Charley Stoker's place some after the midnight hour. I'm glad, we're all glad we came. We wouldn't have missed meeting Charley Stoker for all the ranches in the little valley. He's a prince of a good fellow. Lives a long way from here, but he's civilized. He's honest, too. Rather dubious about good fishing and hunting. Two days were spent with Charley. During this time Bro. Joseph, Ez and Jess succeeded in replenishing their flattened wallets. In fact, it was about an even break when we departed for Afton. Ah, a wet one!

No fishing. No hunting. We arrived at noon. Stopped at a real nice hotel, refreshed ourselves. Looked over the little town, and decided to go back and spend another night with Charley Stoker. Mrs. Stoker and her lovely daughter put up the best eats we had on the whole trip. Boy, boys, whatever you do, don't pass up Charley Stoker's ranch if you happen to go by way of Thayne. We started on the home trip next morning at sunrise. Came all the way by the Overland Route, through Logan, Hyrum, Preston, Franklin, etc. This is a beautiful road. We had not a single mishap except the trouble on the six hundred mile journey. No fishing. No hunting. Those who composed the party were: Edward Stoker, Dex B. Ellis, Ez Richardson, Os Richardson, Carl Olsen, Jos. Richardson and Jess Singleton. Moral: If you want to fish and hunt, and get something, stick around close to your home town. It's just as good here as any place, and a whole lot better than most places.

ROAD CONFERENCE IN WASHINGTON CALLED BY SECRETARY HOUSTON

Representatives From Many States—Federal and State Governments to Unite in Road Building—Law of Great Importance, Draws From Government Treasury.

Washington, D. C., Sept. 2.—Thirty-five States sent representatives to the August conference in Washington called by the Secretary of Agriculture to discuss the rules and regulations for the operation of the Federal Aid road act.

Colorado, Delaware, Georgia, Missouri, New Hampshire, Nevada, North Dakota, Texas, Utah, Washington, Wisconsin, South Carolina and Wyoming were the thirteen States which were unrepresented. Of these, Georgia, Texas, and South Carolina have yet to provide themselves with State highway departments in order to qualify for participation in the \$75,000,000 Federal appropriation, to be expended in the next five years. Though Indiana also has to provide a State highway commission, Governor Ralston sent Carl G. Fisher to the conference as the Hoosier spokesman.

In the course of his address Secretary of Agriculture Houston said: "You highway officials represent the States. I represent the Federal Government. Together we are charged with the execution of very difficult and very important law."

His law appeals to me as of especial importance, not so much because it carries with it out of the Federal treasury an appropriation of \$85,000,000, not because it will be met by appropriation of \$75,000,000, or more out of the State funds, if all the States accept this act, but because as great as is the aggregate, it is relatively insignificant in comparison with amounts the States are now annually expending and will spend during the period covered by the Act.

"The main question that I am immediately concerned with, that the people of the Union are immediately concerned with, is whether we shall get a dollar's result for every dollar we expend for roads. I am quite sure that if we do so, and we can convince the people that we have done so, they will be willing to put much more money into good roads where they are needed. Therefore, the matter of administering this law, of devising good road system, of careful selection of roads, of formulating projects, of

developing plans and specifications, of having all matters considered on their merit by competent men, seem to me to lie at the root of this business."

"If, as the result of this act, the people are induced fully to realize the necessity of placing skillful and experienced men in charge of road building and road maintenance, a great advance will have been made and the efforts of those who labored to secure the legislation will have been rewarded."

Unofficially, there were also present at the conference men prominent in the road movement and interested in leading organizations interested in the subject. Among these were Chairman George C. Ditch, of the Good Roads Board, and Executive Chairman A. C. Batchelder, of the American Automobile Association, John N. Goodell, the American Highway Association, and W. A. Alsford, of the Ohio Good Roads Federation.

It is rather significant as indicating the desire of the several states to have road connections with one another that at the meeting of the American Association of State Highway Officials held the day previous to the conference it was unanimously adopted as the sentiment of the meeting that the joint Federal and State funds should be expended upon the main roads.

Secretary Houston has borrowed from the State of California its chief engineer, Austin B. Fletcher, to aid Director Logan Waller Page in a consulting capacity in the launching of the Federal aid road work. Mr. Fletcher was chief engineer with the Massachusetts State Highway Commission for many years, following which he had charge of the building of the superb county road system of San Diego County, and has now nearly completed, as state engineer of California, the \$18,000,000 state highway system. The experience which he has thus gained in both eastern and western states is expected to prove invaluable to the Government through giving to the Federal officials a clearer insight into the matter from the standpoint of the states.

FROM MEXICO TO CANADA TRIP MADE BY MAXWELL

Marks an International Highway Along Contour of Pacific Coast Country—A Perfect Run Without Any Trouble.

The international highway became a reality at Vancouver, B. C., when the "International Wanderer," famous Maxwell "25" touring car which holds the world's motor non-stop record, rolled down Granville street and stopped in front of the Vancouver hotel.

The finish of the run from Tijuana, Mexico, marked the first official tour over the scenic international highway, a road of three countries. The international highway is a combination of Mexican roads, the famous El Camino Real of California, the old logging trails up the Pacific coast through redwood forests, farm roads, roads long ago forgotten that were originally Indian trails, a stretch of the Pacific highway and British Columbia highway. The combination makes one of the most scenic routes ever laid out, a road of historic wealth and romantic richness.

Now that the famous little Maxwell has completed its task of mapping the international highway, reclamation and improvement work will commence immediately. Cities, towns, counties and districts all along the wonderful trail, have taken up the work of popularizing this rediscovered highway and preparing it for the motor tourist.

With approximately 40,000 miles stored away in the speedometer and good for many additional thousands, the sturdy Maxwell will start back to the Mexican border after three days in the British Columbia metropolises. On the return journey the car will travel the Pacific highway, with a side trip to Crater Lake in Oregon and a jaunt into the Yosemite valley of California, where motion pictures are to be made showing the service-scarred Maxwell in action.

Jack Griffin, special representative of the Maxwell Motor Sales corporation, who drove the car all the way from Mexico, reported that one puncture and a broken top-bow of Oregon with the top raised, were the only mishaps of the strenuous trip. The car started with old tires all around and at Marshfield, Ore., the worn rear wheels were discarded for new casings as a safety measure.

Accompanying Mr. Griffin upon his arrival at Vancouver, were Charles Hoffer, Linderman, secretary of the International Highway association, and Al G. Waddell, well-known magazine writer. Mr. Linderman is to spend some time in British Columbia in the interests of the association before returning to his home in the south. Mr.

Waddell will return to his home in Southern California with Mr. Griffin, where he will write several articles for America's leading motoring magazines, describing the tour in the sturdy little car.

The car presented a novel appearance on the streets of Vancouver, flying the flags of Mexico, United States and Canada, and covered with the names of the cities passed through on the trip from Mexico. The body, that was once black, now looks like a school boy's slate. The names of the cities are painted in amateurish letters on every bit of space and in many cases where there was not room on the body, names have been scrawled on the running boards.

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It's car-time when the autumn woods, With flags of red and gold, Are signaling the swift approach Of biting frost and cold. What joy beneath the branches then To smoothly speed along, And feel the bracing breezes blow, And hear the motor's song!

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AUTO ROAD TO PIKE'S PEAK

Of particular interest is the information given in this week's report of the Pike's Peak Ocean-to-Ocean Highway association on Utah and Colorado highways. The report says:

Colorado Goodland, Kansas to Colorado Springs. Road in good shape. From Colorado Springs August 14. Colorado Springs to Leadville. Road in good shape, with a few rough places. From Leadville August 12. From Leadville to Glenwood Springs the road over Tennessee park is in very good shape. Considerable rain this week has made some muddy places. Road work in Glenwood canyon closes this road to travel between 7 a. m. and 4 p. m. From Leadville August 11.

Utah—From the Utah state line to Vernal the road is in normal condition. From Vernal to Duchesne the roads need dragging and are somewhat rough. From Vernal August 12. From Heber to Salt Lake City via Provo. Roads in good condition generally. Provo canyon a little rough, Are working on same.

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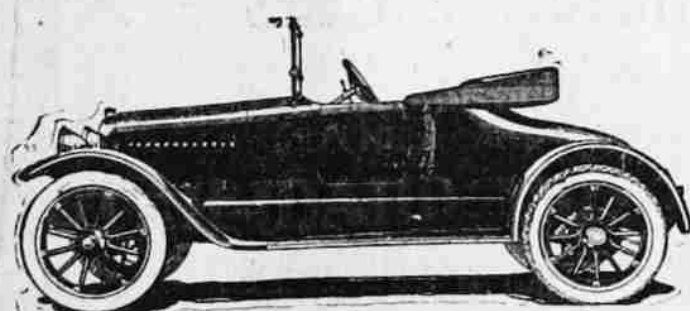
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